

**Kanekapolei Street – Lewers Street
May 13, 2003**

Pedestrian Routes

- Where does the 11 feet come from for sidewalk widening? **Where narrow along Kuhio, there will be 11 foot sidewalks where possible.**
- The crosswalk near the Hawaii Convention Center – can't go directly to convention center, need to cross a few times before reaching the other side. **We include changes to the Kalakaua Avenue/Ala Wai Boulevard intersection.**
- Lives on Kuhio and Liliuokalani - Widening sidewalks will increase pedestrian traffic and I don't want that.
- Sidewalk widening will increase bicycle use.
- Seems like the pedestrian friendly areas are adjacent to Outrigger properties.

Safe and Accessible Neighborhoods

- Residents concerned that the park at Pualani Way will increase crime.
- Lives on Seaside Avenue/Aloha Avenue – Do you know when the Seaside/Aloha park will go in? **The project is a Department of Design and Construction Project. The City is currently trying to acquire the land. Once acquired the project will go into design phase and go through construction funding.**

Loading

- There will be more noise caused by delivery trucks in the early morning. **Large trucks will have priority in the early morning for delivery during the existing delivery hours.**
- Delivery trucks also double park, blocking driveways and there's lack of enforcement. **We did do a loading/unloading survey and it showed there were many smaller cars/trucks parked in loading zones, making larger trucks circle around until a space became available. The exclusive loading period for large trucks will get them in and out.**
- I do like the off-street loading area. Need to try and get vehicles off the street. Every little bit helps.

Bike Routes

- Will there be a loss of parking with the Ala Wai bike path? **The parking will be shifted over one lane makai. Parking will remain with the same time restrictions. Change in the parking restrictions have not been discussed.**
- Can't see reducing Ala Wai to three lanes to accommodate for bike path. Remove the landscape strips and put in a bike path there.
- Lives on Nahua – why can't bicyclists use the mauka side of Ala Wai Canal? Leave Ala Wai Boulevard as is.
- Bicycling should be a viable form of transportation but it isn't.
- Need a bicycle route because it's too dangerous to ride on the street and the sidewalk along with pedestrians.

- Can you walk your bike on sidewalk? **Yes.** Bicyclists should walk their bikes if they are going to be on the sidewalk. Dangerous for pedestrians, brushing up against each other.
- Need to remember that one bicycle means one less vehicle on the streets.

Parking

- Smart parking is a good idea.
- There may be potential negative impacts for businesses who develop car pools. Employees would just be coming in and out, because a car isn't easily accessible. It's a good idea, but may be difficult to implement.

Traffic Circulation

- Lives on Kaiolu Street – The traffic signals need to be synchronized like Kalakaua Avenue.
- Need to consider emergencies, such as tidal waves.

Signage

- Lives on the corner of Kuhio and Liliuokalani – visitors ask “where's the beach?”. Need signage.

Other

- Who's going to fund beautification projects? **The projects in this plan are projects/things we would like to see happen in Waikiki. The projects will go to City Council and the Council will decide if projects get funded. At least the Council knows that the projects that come before them are from the WLCP Plan. Some projects could be federally funded.**
- There's a business on Kaiolu Street and Kuhio Avenue, parking along Kaiolu Street. Is there anything that can be done to fix that problem?
- Don't take away lanes, parking space, or street space.
- Waikiki's population is primarily elderly
- Lives on Seaside Avenue – There are a lot of homeless and police pick them up, what's the status? **Homeless people is a universal issue.**
- There are some people who appear to be homeless, but aren't. They just hang out at bus stops with friends or drinking.
- This project is federally funded by FHWA. This department was created during the Eisenhower Administration. The funding for these types of projects come from gas taxes, taxpayers, etc.
- Refreshing to see that FHWA is spending money on beautification vs. highways, roadways, concrete. I do like the plan, the idea of making Waikiki more pedestrian friendly, increasing livability, landscaping, and the public process.
- Landscaping strips not maintained. Why not fill in with concrete, making sidewalks wider.
- The landscaping around our building is well maintained. We've planted and maintained. Surrounding owners see this and take advantage, dogs poop and owners don't pick up mess.

BRT

- Accommodate BRT, too? Yes, Kuhio Avenue will accommodate BRT and the sidewalk widening.
- Will be removing one traffic lane and one lane will be restrictive use for BRT? The BRT lane is a shared use lane.
- Is the BRT lane for right turn only? So, we're losing two traffic lanes. The width of Kuhio Avenue with BRT and sidewalk widening will be approximately 40 – 52 feet and there will be four travel lanes.

Comments on Workbook:

- Pedestrian Routes – Figure 1-1: likes the new crosswalk at Kalakaua Avenue and Ala Wai Boulevard, need to strengthen sidewalk along canal (crumbling). Extend for pedestrian walkway and bike route.

Red indicates DTS and/or consultant response.